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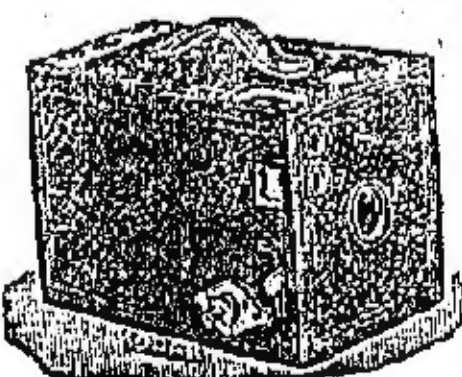
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NAUTICAL ALMANACK 1905.

[a38]

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For Terms, apply to the

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Hongkong, 31st October, 1902.

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## A LITTLE CHANGE.

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Hongkong, will be found interesting and  
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WM. FARMER,

Proprietor.

[a102]

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Bags of 250 lbs. net \$3.20 per bag ex Factory.

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We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

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BIRTHS. On 25th October, at Macao, the wife of S. J. GRAINGER, Imperial Maritime Customs, Lappa, of a son. On 11th October, at Singapore, the wife of CHARLES E. WEBB, master s.s. Babalan, of a son. MARRIAGES. On 14th October, at Penang, NORMAN DALRYMPLE, of Selangor, Federated Malay States, to OLIVE, only daughter of the late Lt.-Col. F. H. KING. On 15th October, at Singapore, ERNEST NORMAN BOCHAN, D.O., Lt. 1st Battalion the Manchester Regiment, to KATHIE ELIZABETH GRAHAM, St. Clair, only daughter of W. G. St. Clair, of Singapore.

The Daily Press.

HONGKONG OFFICE: 14, D'ARCY ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 27th, 1904.

THAT many cooks spoil the broth is an old proverb, and one which Russians seem hardly to have taken to heart. The idea with which Russia commenced the war with Japan—that she would gradually lure the Japanese forces into Manchuria, where she could have the choice of either attacking them in detail, or by leaving them severely alone would allow them to perish from cold and the severities of a Manchurian winter, had doubtless much to recommend it, but unfortunately it had not the recommendation of novelty. Russia had tried it before, and it had proved successful in the case of CHARLES XII. and NAPOLEON, and if the Japanese were not close students of military history there was, of course, a possibility that it might do so again. In this, as in so many other things, the Russians misjudged their enemy, and it ought to have been apparent after the first month of campaigning that so far from the Japanese generals being ignorant of the teachings of history, this was really one of their strongest points. Their second plan was to drive their perhaps too active enemy into the sea, and this, after the crossing of the Yalu in the very teeth of the enemy,

an enterprising commander ought to have seen was an impossibility. The lesson taught before Fenghuangshan was emphasised by the fight at Kinchow, where similar tactics were tried, with an equally unsatisfactory result. After all generals, like other mortals, are not omniscient, and the best general is he who, aware of his shortcomings, humbles himself to learn from experience. Of late General KUROPATKIN seems to have so far profited from the lessons learnt that although unable to score a victory over his astute foes at Liaoyang, he did the next best thing, and so far scored a success that he converted what for the first forty-eight hours looked like an absolute rout into what was at best a very questionable victory for the Japanese forces. Still the object which he doubtless had in view in making his attack, that of being able to relieve the siege of Port Arthur, was plainly impracticable, and to all appearances General KUROPATKIN, however unwillingly, was prepared to accept the inevitable. On the other hand, the Japanese generals were by no means desirous of forcing on a winter campaign in Manchuria; and so far as they were concerned, so long as the attack on Port Arthur was not interfered with would have been quite ready to have remained inactive. This would have been a distinct advantage for Russia, and a prudent general would have looked upon it as such. Actually winter is the best time for transporting troops in Siberia. The roads are then under the influence of frost more passable than in either spring or autumn, and the railway line running on a solid track is less subject to accident and delay. The Russian soldier is hardy, and accustomed to winter cold, and as NICHOLAS I. said with truth under similar circumstances, Russia had two generals in the months of January and February. In this respect all the advantage of the climate told to the benefit of Russia as against Japan, and General KUROPATKIN doubtless informed his Government of the fact. But besides the enemy in front Russia has to face an even more serious foe in the rear. From the very beginning the war had not been popular in Russia. To keep up her enormous armies she has to strain her relations with her own people; though costing comparatively little in money, the Russian system is in reality conducted in the way most oppressive to the people at large. Thinly populated as the Russian Empire is, before even they join their headquarters. Were this done with consideration for the troops it would be an enormous tax on the resources of the country; but it is not done with consideration, as the unfortunate conscript knows to his cost, and even in times of profound peace the loss of life is something enormous. The annual cost in life, even in time of peace, is greater than in other more favoured lands is entailed by the bloodiest of wars. The soldier, even after he has joined his colours, finds the alleviation of his lot, so that to be drawn for service is looked upon as little better than a death warrant. It is only natural that under such circumstances service, even under the best of conditions, is unpopular; the enormous losses entailed by the war with Japan, carried on across an entire continent, have been such that the country has been excited to the verge of rebellion. The country at large has not even had the extension of victory to reconcile it to the loss of life. Conceal it as best it could—and the Russian Government has not scrupled by the most outrageous untruths to hide its humiliation—the truth has begun to leak out, that neither in fighting power nor in equipment is the army able to stand against its opponents. Under the circumstances the Government of the TSAR has been impressing on the Governor-General and the General the actual necessity of a victory of some sort; both, it is needless to say, have in turn stated the impossibility of turning the tide with disheartened troops and in the face of a superior enemy, but their protests have failed to convince, and threats have been tried, but equally in vain. In fact the generals named to take over the command have shown as little alacrity in taking up the task as the conscripts themselves. What further measures have been taken we know not, but there is no doubt that lately General KUROPATKIN has been acting under direct orders from St. Petersburg, and that his recent enterprise has been against his own better judgment. It is little wonder that it has failed, and that the state of despondency has been correspondingly increased. It is folly to speculate on the future, but it is well to bear in mind the lessons of the past.

Major-General and Mrs. Villiers Hutton returned from Japan yesterday by the Canadian Pacific steamer Empress of India. The Penang Chinese have decided that the suggested legislation for the registration of Chinese marriages is not deemed desirable or necessary. Mr. John Adamson, of the Kobe branch of the Chartered Bank, was married on October 12th to Miss Amy Mendelson, a Yokohama girl. Mr. Albert Attwood has passed his master mariner's examination. Mr. Basil Taylor examined him in navigation, and Commander Dawes, R.N., and Capt. F. D. Goddard in seamanship. Owing to many Civil Service C.C. men being volunteers, and desiring to be in camp next Saturday, the Cricket League match, Civil Service C.C. v. Parsee C.C., has been postponed. Captain W. E. Clarke, the popular skipper of the Hongkong-Macao steamer Hongshan, and family returned to Hongkong by the German Mail steamer Prinz Regent Luitpold after a prolonged furlough. Colonel C. H. Darling, late Assistant Inspector-General of Fortifications at Army Headquarters, has been appointed Commanding Royal Engineer in the South China (Hongkong) command, to succeed Colonel L. F. Brown, R.E. As the result of a blow struck in anger during a family quarrel, by Mr. S. Kuhn, at Yokohama, Mr. F. S. Boyes, of Samuel, Samuel & Co., is in hospital there. It is feared he may lose his sight. Mr. Kuhn is in the custody of the Yokohama police. The P. & O. s.s. Bancea arrived from London yesterday. Besides a large quantity of general cargo she had explosives consigned to the War Department here. There were 403 cases of cart ridges, 20 shells, ten torpedoes, and one case of safety cartridges. It is stated that the damages to the coal ship Swallow are very extensive and will prove one of the biggest jobs the Singapore docks have had for some time. The heavy repairs to the Prinz Heinrich, recently completed, are said to have cost over \$70,000. It has now been arranged to pay the Augustinian friars, for the purchase of their lands in the Philippines, in London instead of in Manila, and through the guarantee of the Trust Company of New York and London. No recourse will be had to the services of the Bank of England, as was at first contemplated. It is reported in the Transvaal that Mr. Evans, formerly the Protector of Chinese in the Straits Settlements, but who is at present acting as a mercantile agent, has been appointed Protector of Chinese in the Straits. This afternoon, on the Happy Valley, the Hongkong Football Club will play the team of H.M.S. Glory, kick-off at 4.30. The following will play for the Club:—F. H. Kew, goal; G. B. Macdonald and E. F. Annett, backs; A. O. Brown, H. C. Gray, and G. C. de Martin, halves; W. H. Williams (capt.), N. H. Rutherford, J. R. Macpherson, W. G. Leckie, and H. L. Garrett, forwards. Sam Newman and "Baby" Smith of the Artillery will meet in a twenty-round contest at the City Hall on Wednesday, November 2, for the welter weight championship of China as well as a side bet of \$1,000. The contest will be conducted under the management of Mr. James Christie and should prove to be one of the best ever held in Hongkong. Both men are well known in the pugilistic world. Smith has the confidence of the Army, and Newman is already established a favourite with the local sporting fraternity. The second annual meeting of the three Admirals of the East is expected to take place at Singapore early next month. As we have already announced, Admiral Sir Gerard Noel is due at Singapore from Hongkong on Tuesday, November 1st, in his flagship H.M.S. Glory, accompanied by H.M.S. Cressy, which is homeward bound. By Ceylon papers to hand it appears that H.M.S. Hyacinth, Captain The Hon. Horace Hood, with Rear-Admiral G. L. Atkinson Willes, was to leave Colombo on the 10th inst. for Singapore. Latest Australian papers give no definite news as to the movements of Admiral Fanshawe. The Australian Squadron according to latest advices was cruising on the west coast. RUGBY FOOTBALL. A match, Hongkong Football Club v. a Naval XV, was played at Happy Valley yesterday afternoon. The teams were as follows:—Club: J. A. F. Bourchier, back; A. W. Maddaford, J. P. Jordan, A. O. Lang, and A. S. Komphorne, three-quarters; J. Clark and A. G. M. Fletcher, half-backs; H. C. Sandford, P. W. Goldring, E. R. Hallifax, A. Boyd, M. R. Storer, J. Hanson, K. A. Selanders, and H. F. Chard, forwards. Navy: Warren, back; Royle, Longmore, Bateman and Wippell, three-quarters; De Veuille and Dobson, half-backs; Haddon, Hallifax, Bateman, Snowden, Favell, Willis, Rowley, and Walter, forwards. In the first half Komphorne and Clark each scored tries for the Club, but neither were converted. Half-time: Club, 2 tries (6 points); Navy, nil. In the second half Clarke scored two tries, both of which were converted by Hallifax. Result: Club, 2 goals 2 tries (16 points); Navy, nil.

THE WAR. ["DAILY PRESS" SERVICE.] ENGLAND AND RUSSIA. TSAR'S APOLOGY TOO LATE. OUTRAGE BELIEVED TO HAVE BEEN DELIBERATE. LONDON, 26th October. The presentation of the British demand for compensation for the outrage in the North Sea has been reserved pending the receipt of a reply to our Note. The public continues indignant, the feeling not being lessened by the Russian delay in making reply to our representations. The Press demands the recall of the Baltic Fleet. The Tsar's message is considered to have come too late. It is also regarded as defective and unsatisfactory. The belief that the outrage was deliberate is growing. The Foreign Press continues to condemn strongly the Russian fleet's conduct; and to praise the moderation of the British Press and the patience of the Government. Orders have been issued to the Mediterranean and Home fleets to be ready to co-operate and afford each other mutual support. LATER. The British Note requires an immediate apology, an indemnity, and the punishment of the officers concerned. Also, a guarantee of security for our shipping in the future is demanded. It is intimated that the presentation of our demands in full is reserved pending a reply to the Note. RUSSIAN OFFICIALS PLACED. LONDON, 26th October. An Imperial Ukase defines the respective positions of General Kuropatkin and Admiral Alexieff. The former is Commander-in-Chief; the latter, Viceroy. FLOATING MINES AGAIN. SHANGHAI, 26th October. The s.s. Kashang struck a floating mine last night, off Alcock, and arrived at Weibaiwei to-day with a ten-foot hole in her bows. Two Chinese had been killed on board, and three wounded, one seriously. THE NORTH SEA OUTRAGE. Lord Lansdowne has demanded immediate redress for the outrage in the North Sea. Continental and American opinion stigmatises the Baltic Fleet as a disgrace and a danger. Many papers advise its immediate recall. British opinion insists on the severe punishment of all the guilty parties. Count Benckendorff, the Russian Minister, has been hooted in the street. The King has interviewed Lord Lansdowne, the interview lasting forty-five minutes. The missing trawler has returned damaged. The King has wired to Hull expressing his sense of the unwarrantable action of the Russian Fleet, and contributing 200 guineas in aid of a fund to relieve the sufferers. Count Benckendorff is to meet Lord Lansdowne early to-day. APOLOGY BY THE TSAR. \*LONDON, 25th October. The Tsar has telegraphed to King Edward expressing his regret for the incident of the North Sea trawlers, and his sympathy with the sufferers. [\*Delayed in Transmission.] [REUTERS' SERVICE.] THE MURDERED BRITISH FISHERMEN. LONDON, 24th October. The fleet of trawlers which arrived at Hull last night reports that the Baltic fleet attacked the trawlers on Friday night in the North Sea, sinking two, killing two men, and wounding many. The solicitors acting for the owners of fifty of the trawlers have notified the Foreign Office and the Admiralty of the attack by the Baltic fleet. They state that the first portion of the Russian fleet passed the fishing ground on Friday at midnight; the remainder turned their searchlights on the trawlers for some time, and then opened fire; the trawler Crane was sunk. The bodies of the skipper and the mate, both of whom were decapitated by the shot, were brought to Hull; the boatswain and others who were wounded are now on board the mission ship. The trawlers Moulmein and Mino arrived at Hull seriously damaged, the latter showing 16 shot holes; it is feared that another trawler was sunk with all on board.

THE newspapers consider the North Sea outrage a blunder due to panic, but unanimously insist on firm action by the Government; a demand for an immediate apology, reparation, and the punishment of the culprits. It is pointed out that the most serious aspect of the incident is, that the fleet steamed off at full speed without attempting to rescue the crews of the sunken boats and not reporting the affair anywhere along the English coast. It was announced at Hull at midnight that the trawler Wren had been sunk with all hands. It is stated that there are 29 wounded on board the mission vessel, which is still at sea. Some more boats are still missing. Some accounts give the number of the fleet at 150. LATER. Official urgent representations have been addressed to the Russian Government in St. Petersburg, in which it is explained that the situation, in the opinion of His Majesty's Government, admits of no delay. Lord Lansdowne will see Count Benckendorff to-morrow. It is understood that the Russian explanation of the incident is a reason to fear a Japanese mine attack. INQUEST. RE SHUI TUK, DECEASED. Mr. H. H. J. Gompertz yesterday morning held a coroner's inquest into the circumstances of the death of Shui Tuk, a seaman employed on the China Merchants' s.s. Kwong Tak. Deceased was crushed between the ship's side and a boat, while employed making fast the s.s. Kwong Tak to the China Merchants' buoy, in Hongkong Harbour, on Tuesday morning. A number of launches towing cargo boats surrounded the vessel, and one of the cargo boats crashed into the ship's bow. Four men out of five comprising the boat's crew managed to jump clear, but deceased was crushed and subsequently died from shock. Kwok Mun, master of the launch San Shun; and Ho Tso, master of the Cargo Boat No. 407, were brought before the coroner. Messrs. A. K. Stuart, G. Newell, and C. W. May (foreman) were empanelled as jury. William Henry Lum, master of the s.s. Kwong Tak, deposed that when he arrived here, at about seven o'clock on Tuesday morning, he was surrounded by steam launches towing sugar-laden cargo junks. A number of the launches made fast to his steamer. Some of them steamed ahead of his ship. Owing to the strong tide and the drag of the boats made fast to his steamer he was hardly able to make any headway, though the engines were working "full ahead" all the time. "Under way," but this he could not do for some time as the anchor would have fallen on one of the cargo boats under the steamer's bow. After some delay the bows were sufficiently clear to let go an anchor, and witness hoisted the police flag. After the police had cleared the boats away witness proceeded to the China Merchants' wharf. A boat was lowered to take a rope to the buoy. Steam launches and their tugs, however, were gradually closing on his ship again. One cargo boat, being towed, crashed into the ship's bow, which had five of the crew in it. Four of the men jumped on to the cargo boat, but the other had both his legs crushed between the boat and the ship's side. He was placed on the police launch and conveyed to Government Civil Hospital. The several launches all contributed more or less to the accident, as they were all crowding each other. He took the names of 14 of the launches close to his ship. He thought they were all equally to blame. Witness was unable to avert the accident, and the boat's crew had not even sufficient room to put out an oar to pull farther ahead. The deceased man was in the after part of the boat. He tried to get clear. Otto Schroll, the chief officer, bore out the captain's statements. He added that before the collision men on the inside lighter, seeing they could not clear the ship's bow, shouted a warning. The Chinese pilot gave evidence. The boatmen were anxious for engagement to carry cargo. Dr. Bell, superintendent of Government Civil Hospital, said that deceased was brought to the hospital at about 8.15 a.m. He was in a dying condition, both legs having been badly crushed. He died at 9.30 a.m. from shock, due to the injuries. Cheung Chung Si, one of the sailors who escaped, said that three launches closed in on them. One of his comrades jumped into the water, three got on to the cargo boat which crushed their boat, but the fifth was unable to get clear. There was a swift tide, and they were unable to get out of the way. Mr. Gompertz explained to the jury in what circumstances it was permissible to return a verdict of manslaughter. In this case it was a matter entirely for their own judgment. The jury returned a verdict of death by manslaughter. Mr. Gompertz said that 22 men had been charged in connection with this case, with impeding navigation. MASONIC INSTALLATION. The District Grand Lodge of Scottish Freemasonry in Hongkong and South China held their first installation ceremony on the 3rd November, at 6.30 p.m., in the Masonic Hall, Zetland Street. A banquet will afterwards be given, commencing at 8 p.m.

ROYAL HONGKONG YACHT CLUB. PROGRAMME OF RACES UP TO END OF 1904. 29th October.—Opening Cruise.—Yachts assemble north of Murray Pier at 2.30 p.m. and will sail in line ahead, the Commodore leading, to south side of Stonecutter's Island. A race, with ladies steering, will start from Stonecutter's South Pier at 3.30 p.m. Course, North Fairway Buoy (port) and finish at Police Pier, Kowloon; 3 1/2 miles. Prizes: 1st prize, a cup given by the Club; 2nd prize, kindly given by the Commodore, the Hon. F. H. May. Handicap (minutes):—Aileen ... 1 Bonito ... 3 Alannah ... 2 Dione ... 6 Colleen ... 2 Chanticleer ... 4 Elyse ... 1 Erica ... 3 Doreen ... 5 Vernon ... 0 Kallie ... 3 Iris ... 4 Min ... 3 Gloria ... 5 Maid Marion ... 4 Payne ... 6 Spray ... 7 30th October.—First Club Race.—Course, No. 28; 14 miles. Championship Class start 1 p.m. One-Design Class " 1.10 p.m. Handicap Class " 1.20 p.m. 6th November.—Second Club Race.—Course, No. 8; 11 miles. 20th November.—Third Club Race.—Course, No. 7; 11 miles. 4th December.—Fourth Club Race.—Course, No. 12; 12 1/2 miles. 8th, 9th, and 10th December.—Hongkong Regatta, under the management of the Victoria Recreation Club, in which there will be races for yachts, cruisers, and open boats. 11th December.—Royal Engineers' Cup Race.—Start at Stonecutter's South Pier 1.15 p.m. Course, Markboat 1 mile N.N.W. of Cheung Chau Ching (port). Finish at Stonecutter's South Pier; 10 miles. Handicap:—Dione ... 0 Bonito ... 0 Alannah ... 5.30 Elyse ... 2 Colleen ... 2 Chanticleer ... 13 Vernon ... 0 Erica ... 9 Doreen ... 11 Min ... 9 Gloria ... 11 Iris ... 11 Maid Marion ... 11 Spray ... 25 18th December.—Fifth Club Race.—Course, No. 21; 12 miles. H.E. the Governor has presented a cup to be sailed for by cruisers of Europe n.r. only, owned by members of the Royal Hongkong Yacht Club. There will be four races, the first of which will be sailed during the Hongkong Regatta. Course, round markboat north of Kowloon. Handicap. The following boats have entered. Alexandra Brynhilde La Cigale Haidee Elys Rata Iona Doreen The Hon. F. H. May has presented a cup to be sailed for by cruisers of Chinese rig, owned by members of the Royal Hongkong Yacht Club. Four races as above. Handicap. First race on December 9th. The following can enter:—Australian Dorothy Tivy Curlew May Joy Dawson Ensign Plover HONGKONG VOLUNTEERS. His Excellency the Governor visited the camp of the Hongkong Volunteer Corps at Stonecutter's Island yesterday afternoon. There was a good muster of the men, who went through their drill smartly. Afterwards, His Excellency, who expressed his satisfaction with the appearance of the Corps, dined with the officers. Last night being "Guest Night" a considerable number of civilians went across to the Island, and they were entertained by the volunteers. A smoking concert was given, and the talent of the Corps found full expression during the evening. With regard to the work of the volunteers the programme yesterday presented no feature of special interest. The usual routine work of drilling, working with the fifteen-pounders and maxims, and attending lectures sufficed to fill in the greater part of the day. The principal event is, of course, the inspection on Saturday, to which the men are now looking forward. So enthusiastic are some of the volunteers and officers that they were actually practising their company drills after darkness had fallen. A guard of honour received His Excellency, who proceeded to inspect the men and afterwards the tents. The volunteers were put through the evolutions of the King's Birthday parade, firing the feu de joie. Finally they were marched before His Excellency and dismissed. Some 150 altogether, including about seventy visitors, sat down to dinner in the mess tent, which was gallily decorated with bunting. The menu consisted of soup, ham, chicken, vegetables, curry and rice, cake, and cheese. As soon as the tables were cleared, singing commenced. Mr. P. W. Goldring gave several good songs, as also did Lieut. G. P. Lammert. Messrs. Lapley and Hays contributed banjo solos; Messrs. J. W. Bains a recitation. Lieut. G. P. Lammert and Mr. Sheffield acted as accompanists. A very enjoyable evening was closed shortly before eleven o'clock by singing the National Anthem. KOWLOON CRICKET CLUB. Thirteen members of the Kowloon Cricket Club assembled at the Seamen's Institute, Kowloon, last evening, for the purpose of electing officers for the newly constituted Club, and passing rules, etc. It was rather unfortunate that the meeting had been called on Volunteer Camp ground. On any other evening there would have been a better attendance. After waiting an hour Mr. Harold C. Austen, hon. secretary pro tem., in the absence of Dr. Swan, took the opinion of those present as to whether they should proceed with the business, or postpone the meeting till the following Wednesday. It was decided to postpone the meeting. Next Saturday members of the Kowloon Cricket Club will play a game at Kowloon amongst themselves. They have been kindly permitted to use a piece of military ground. The Club has not yet got a ground of its own.



## SUPREME COURT.

Wednesday, 26th October.

## IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR HENRY S. BERKELEY (CHIEF JUSTICE) AND T. SMITH (JUDGE).

## TANG TSE U. V. THE ATTORNEY-GENERAL.

A motion at the instance of Tang Tse U in the case of Tang Tse U against the Attorney-General came under consideration. The appellant claims land in the New Territories, claim C. A. Survey District No. 4.

Mr. M. W. Slade of counsel appeared for the appellant. The Attorney-General and Mr. H. E. Pollock, K.C., represented the Crown.

Mr. Slade moved that the hearing of the appeal be adjourned *sine die* so as to enable the appellant to properly prepare his case for trial and also to enable the appellant to make an application to the Court for leave to adduce evidence in reply to that filed by the respondent.

The Attorney-General said he would not oppose the motion on the first ground, but he objected to an adjournment being granted for the purpose of adducing further evidence.

The Chief Justice said another application would have to be made for permission to bring forward further evidence.

The Attorney-General remarked that if there were any further evidence this case would not come on for another twelve months.

The Chief Justice—We feel the application for postponement on the ground of affording the appellant further time for digesting and considering this case is not an unusual one. We are therefore prepared to grant that application. We feel also there must be some finality as to the evidence that is to be offered to this Court. Therefore what we propose to do, subject to anything we may hear from the bar, is to adjourn the hearing of this appeal and to limit the appellant to one month to make any application he may be advised to make with respect to obtaining permission to produce further evidence, and to order that if he does not make application within one month the appeal shall come on at the end of that period. He must make it within a month, because if the proposition be granted the Crown may desire or require permission for still further replying affidavits.

The Attorney-General—It would be certain.

The Chief Justice—It is possible, and they would require a month. Our order would contain a declaration to the effect that no further adjournment would be made and no further application for the production of evidence would be entertained.

The Attorney-General thought such an order would be unfair to the Crown. He maintained that under all the rules of evidence the evidence in this case was now closed, and he very much questioned and was prepared to argue the point—whether the Court had power to allow the appellant to call further evidence.

After further discussion.

The Court made the following order—"Adjourn the hearing of the appeal till Monday, 28th November, with liberty to the appellant to give notice of motion to be served on the respondent for leave to adduce further evidence; such motion to be made on or before Thursday, 24th November."

The Chief Justice said the effect of this would be that if the appellant applied for leave to adduce further evidence on or before 24th November, and if the leave was granted, there would necessarily be a further postponement of the hearing of the appeal, but, on the other hand, if they were prepared to go on with the hearing it would proceed on the 28th.

The Court ordered the costs to be costs of the cause.

## POLICE COURT.

Wednesday, 26th October.

BEFORE MR. H. H. J. GOMPERTS (ACTING FIRST MAGISTRATE).

## IMPEDING NAVIGATION.

Twenty-two men were charged with impeding navigation. They were launched and on-going boat men arrested after the *Kwong Tai* accident. The case was remanded.

## AN INCOGNITIBLE BEACHCOMBER.

P. Doyle, a beachcomber with 17 previous convictions, was sentenced to six months' imprisonment for stealing \$300 worth of clothes, from the chief officer of the s.s. *Hokiao*.

## THEFT FROM THE S.S. "KORSA."

A Chinese painter was sentenced to six months' imprisonment and six hours' stocks for stealing a gold watch and seal, valued at \$510, from the captain of the s.s. *Korsa*.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

## BRIEBERY.

A ricksha coolie, who failed to take out a licence, was convicted of offering a bribe of 80 cents to an Indian constable. He was fined \$5 or, in default, one week's imprisonment on his first charge, and was sentenced to two weeks' imprisonment on the second.

## ASSISTING A CRIMINAL.

A Chinese cargo-boat woman was charged with refusing to obey the police. A criminal seeing a policeman, dropped a box of gambling accessories, and jumped on the defendant's cargo boat. The woman pulled off and refused to return when the policeman called her; the fugitive jumped overboard and escaped. The defendant was fined \$25, or, in default, one month's imprisonment.

## PHILIPPINES WEATHER REPORT.

The American Consul-General has communicated to us the following telegram from Manila—  
25th October, 3.30 p.m.  
Depression east of Mindanao moving probably northward.

## ENGLISH ENGINEER'S EXPERIENCE IN THE FAR EAST.

Mr. William Raine, late chief engineer of the steamship *Tiberius*, of Hamburg, last month arrived at his home at Southampton Harbour, after a trying experience at Vladivostok. The vessel, which had a carrying capacity of 7,000 tons, was a new ship built on the Tyne and engaged on the Wear, Mr. Raine being the guarantee engineer of the Sunderland firm. The vessel left the Tyne last November for New York. Thence she proceeded again over the Atlantic and through the Mediterranean and Suez Canal to the Far East with a general cargo. She discharged the last of it at Yokohama, after which she went to Newcastle, New South Wales, and loaded a full cargo of coal for Tsingtau, to which Mr. Raine, who was the only Englishman on board, and the crew, who were Germans, believed they were going. The ship, though loaded at Newcastle, was bunkered at Sydney. She left the last named port on May 14, but by May 29 land was sighted, to the great surprise of the ship's company. The land was Guam, one of the Ladrone, and here fresh orders were received to take the ship to Olga Bay, a Siberian port, north of Vladivostok. Olga Bay was reached in due course, but, instead of discharging, the crew were again surprised to find that the ship was still further ordered to Vladivostok.

When the head-quarters of the Russian Pacific Fleet was reached on June 10, the *Tiberius* stopped a mile and a-half out, and received a signal telling her not to enter as it was dangerous. The captain thought it prudent to get even a little further away, and gave orders for the ship's head to be turned. The vessel was just starting, the engines scarcely having moved, when a terrific explosion occurred. The water rose in a volume to a height of about 60 feet, and then descended on the ship, while a portion of the mine, rivets from the hull, and coal from the hold were thrown on the deck from the outside. Boats were ordered out and signals for assistance at once hoisted. A pinnace from the Fleet then came out, and the *Tiberius*, which was settling down gradually by the head, was ordered, if she could possibly be kept afloat, to follow in the wake of the Russian craft into the harbour. She was, therefore, put full speed ahead for the harbour. She had then three feet of water in the engine-room, and the main deck was only six inches above water. On passing the Vladivostok Squadron, the cruisers *Rosita*, *Gromovoi*, and *Rurik* had their boats out, and the Russian sailors cheered. The *Tiberius* was run full speed on the beach, and no lives were lost. She was struck by the mine on the fore starboard quarter, and subsequent inspection showed that the hole torn in the hull was 30 feet long by 18 feet high, and six feet below the water-line. The portion of the mine which came on deck had part of the brass cap attached, and the Russian officers pronounced it to be a German mine. The mine was a very powerful one, and it was estimated that the explosion had done about 100,000 tons of damage. The crew proceeded from Vladivostok, on July 20, to Hamburg by train, via the Trans-Siberian Railway, Moscow, and St. Petersburg, a journey which took 25 days, the distance covered being about 8,500 miles. At Vladivostok there were three other German steamers which had taken coal from England to the Russian warships.

## PRINCESS LOUISE OF COBURG.

The Paris correspondent of the *Times* reported on September 25th as follows:

Before leaving for Vienna en route for Italy on Friday evening Countess Lonyay sent off a telegram to her brother-in-law, Prince Philip of Coburg, of which the following version has been published by several Paris newspapers, and also, it seems, by the *Petit Bleu* of Brussels:—"Philip of Coburg, Vienna—I have seen Louise. She is no more mad than you are. Revolted and indignant at your injustice towards an innocent woman, I shall do everything I possibly can to restore her honour, of which you have deprived her."

"PRINCESS STEPHANIE." A representative of the *Temps* called on Princess Louise yesterday to inquire whether the telegram was authentic. The Princess said that it was, only that the translation was perhaps a little free. The original was no doubt in German. In reply to the question as to whether Countess Lonyay was entrusted with a mission on her behalf the Princess said:—"No, she is going to Italy by way of Austria, and will interrupt her journey at Vienna. She will there certainly be received by the Emperor, with whom she will take over my difference with Prince Philip of Coburg. I expect a letter from her telling me about this interview, and giving me, if it needs be, news from Vienna about the negotiations now pending. The two meetings I have had with my sister were of a profoundly affectionate character. Nothing has been more agreeable to me since my arrival in France than this rapprochement."

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The O. & O. steamer *Doric*, with mails, &c., which left hence Sept. 27th for San Francisco via Shanghai, &c., arrived at her destination on the 24th Oct.

The C.N. steamer *Taiyuan* left Kutchi-otzu on the 22nd Oct., p.m., and is due here this afternoon.

The steamer *Gregory Apar*, from Calcutta, left Singapore for this port yesterday morning.

The Suez Line steamer *Monmouthshire*, from London, &c., left Singapore on the 26th Oct., at 6 a.m., and is due here on the 31st Oct., p.m.

## MISCELLANEOUS.

The German s.s. *Petrarch* arrived here yesterday, with 400 tons of rice for Messrs. Sander, Wieler & Co.

The Norwegian s.s. *Oscar II.* from Mejli, brought 3,800 tons of coal here for the M.B.K.

## THE JAPANESE IN FORMOSA.

The narrative of the colonization of Formosa by the Japanese would afford fresh evidence, if any such evidence were needed, of the remarkable sagacity and administrative power of our allies, and of their firm grasp of the conditions essential to success in all the varied forms of modern enterprise which they undertake. Before the Japanese occupation, Formosa had been the despair of successive Governments and of successive countries, and it is said to have been not unwillingly relinquished by China in 1895 as a practically worthless possession. Inhabited by a savage population apparently of Malay stock, it was discovered by Spaniards and Portuguese in the sixteenth century, and by them some endeavours at settlements appear to have been made and abandoned, to be followed, a century later, by others on the part of the Dutch, who maintained their footing for nearly forty years, and were then expelled by the adherents of the fallen Ming dynasty, who sought refuge in the island when they were driven out of China, and who established an independent kingdom, under the government of a leader whose name was Europeanized as Coxinga. In 1682 the Chinese settlers returned to their natural allegiance, and the country remained nominally a Chinese possession until it was ceded to Japan, together with the neighbouring Pescadore Islands, by the peace of Shimoda. The intelligence of the cession was distasteful to some of the Chinese inhabitants, and, with the help of some emissaries from Peking, a grotesque attempt was made to resist it, and to establish an independent republic. A so-called Provisional Government issued proclamations and postage stamps, and notified its existence to the Powers; but its inevitable collapse was hastened by the mutiny of the soldiers whom the "Provisional Government" forgot to pay, and by the flight of the chief officials, who in the meanwhile had secured for themselves whatever public money they could lay hands upon. Before these occurrences, the island had for two hundred years been inhabited by a fringe of Chinese around the most accessible parts of its coasts, and by untamable robbers and cannibals in the interior, both sections of the population maintaining the pleasant fiction that shipwrecked sailors were hostile invaders of the country, and putting them to death without mercy. In 1842 forty-three survivors of the wreck of a British brig were murdered in this manner, and although, by the treaty of Tientsin in 1860, certain ports were opened to European commerce, nothing was done to subdue the savages of the interior, by whom, in 1872, the crew of a shipwrecked Japanese vessel were put to death. For this outrage Japan insisted upon redress from the Chinese Government, and war was prevented only by the interposition of the English Minister, Sir Thomas Wade, who, when the Japanese Envoy was on the point of leaving, responsibility that the Chinese Government should accede to the terms demanded by Japan, which involved a compensation of 500,000 taels (about 2,170,000) to the families of the murdered men, and the purchase of certain Japanese property on the island. Some attempt at the preservation of order seems after this to have been made by China, a short line of railway and a few roads were constructed or projected, and a telegraph was laid between the original treaty port of Taiwan and Takow, but there was no endeavour to subdue the savages who inhabited the central and mountainous portions of the country, and who every now and then came down from their fastnesses for the purposes of plunder, much after the fashion of Highland chieftains in the sixteenth century. The general result was that an island half the size of Ireland, of the beauty and picturesque indicated by its name, of extraordinary fertility, and of considerable mineral wealth, was practically abandoned everywhere but around its coast margin to a scanty population unacquainted with even the rudiments of civilization.

The *Times* correspondent has described the change which has been wrought in less than ten years by the wise, firm, and skilful administration of the new masters of the island, and by the happy admixture of moderation with severity which they have displayed. Almost without exciting either observation or comment, the necessary steps for complete military occupation were taken, the savages were subdued, driven from their fastnesses, and compelled to submit themselves to the requirements of the orderly government, railroads were made and projected, mining and agriculture were promoted, life and property were rendered secure, post offices, telegraphs, telephones, and even savings banks have been not only introduced, but carried into the most remote parts of the country, excellent schools have been established in every district, and hospitals in every considerable town, with what we may perhaps call "cottage hospitals" in smaller places. In order to supply these hospitals with doctors, a medical school on European principles, has been set on foot; and, indeed, all the essentials and many of the accessories of advanced civilization are being brought to the doors of the inhabitants. Japanese money has been lavishly expended for the development of the public natural resources of the country, and the public revenue, which fell short of three million yen in 1896, reached nearly thirteen million yen (£1,300,000) in 1903. Not less noteworthy than other indications of progress is the care taken by the authorities of the public health. The construction, drainage, and water supply of habitations have all received attention, and it is probable that the sanitary authorities of a good many English provincial towns might learn useful lessons from the reforms which have

been introduced into Formosa; while the method of dealing with opium smokers might possibly afford instruction to many of those amongst ourselves who are in difficulties with regard to the control of habitual drunkards. In Japan itself opium smoking is an offence against the law, and is severely punished; but it was found existing as an habitual practice in Formosa, and the question arose how it could be checked and ultimately extinguished. In this, as in other matters, the principle of avoiding direct conflict with established customs was adhered to. The sale of opium was rendered a Government monopoly, and smokers were compelled to register themselves and to obtain licences in order to purchase. No licence whatever is given to any Japanese, and none to any native who cannot show that he was addicted to the practice before the Japanese occupation; while doctors and schoolmasters are instructed to teach the harmful nature of the drug. In 1900, among a population of three millions, there were 169,064 opium smokers, and this number in eighteen months had fallen to 152,044. There was, of course, a corresponding reduction in the opium revenue; but the Japanese financial authorities are content to seek for compensation in directions not injurious to the people. It is, perhaps, to be feared that the tendency of some amongst ourselves to drink the country out of debt has not been similarly discouraged by English Chancellors of the Exchequer.

It is impossible not to feel some fear lest the progress which we have described, and which fairly challenges comparison with the best colonizing work done by our own people, may be to some extent arrested by the war in which our allies are engaged, and which must necessarily entail so heavy a drain upon their resources as to diminish the amount of money available for the development of Formosa. The situation of the island, however, as well as the value and character of its chief products, should render it a field of much promise for the investment of foreign capital; and we trust that the Japanese, who are as deeply pledged as ourselves to the policy of the open door, will not hesitate to avail themselves of, or even to invite and welcome, any assistance of this kind which circumstances may render desirable. Separated from the Chinese mainland only by the Fokien Strait of less than a hundred miles in width, and lying but little north of Hongkong, the situation is such as to be particularly attractive to British capitalists, and many of the products of the island, however much they might be increased in amount, would find an unfailing market in China. The coal of Kelung, which is close to the treaty port of Tamsui, is largely consumed by steamers engaged in local navigation, and it has for some years been worked by English methods, which were brought into operation under the superintendence of an English engineer. Formosa is the principal source of camphor, which is yielded by a tree indigenous to its forests, and which is used abundantly as a have been called the granary of China, and it has a considerable export trade in sugar, tea, indigo, and other products, a trade which is certain to be greatly increased in the near future and to create wants which can only be supplied by imports. The climate is by no means unfavourable to Europeans, the thermometer seldom rising above 82 degrees, and not falling below 57, while the whole of the western side is sheltered by a range of mountains. It is a matter for sincere congratulation that so fair a country should be reclaimed from the barbarism under which it has so long languished, and still more so that its reclamation should be at the hands of a people who have displayed, in so remarkable a manner, their genius for government and their appreciation of the benefits of an extended commerce.—*Times*.

## THE SALE OF THE GERMAN "AUXILIARY CRUISERS" TO RUSSIA.

A *Times* correspondent signing himself "X" settles very conclusively the status of the German ships sold to Russia, about which there has been much argument at home. He says: Your Berlin Correspondent, with his usual fairness, has given publicity to the endeavours of the *National Zeitung* to prove that the German liners sold to Russia, and now patrolling the seas as Russian second-class cruisers, cannot properly be described as having been in the same sense as our own line's borne on the British Admiralty list as described as British auxiliary cruisers.

The explanations given by the *National Zeitung* can hardly hold water. In the letter which you did me the honour to publish on September 19, and which appears to have elicited your German contemporary's rejoinder, I took it, as my authority, not a German publication, but Brassy's "Naval Annual" for 1904. Now, however, I have before me the German "Taschenbuch der Kriegesflotten" for 1904, edited by an officer of the German navy, which gives on the very same page (p. 104), and precisely under the same heading, a list of German and British cruisers available as auxiliary cruisers (*vorwandschiffliche Hilfskreuzer*). No indication is given of any difference whatever between the status of the German ships borne on that list and that of the British ships borne on our Admiralty list. The German list contains the names of all the four ships I mentioned as having been sold to Russia, together with a description of their presumable armaments.

In these circumstances I can but leave the *National Zeitung* to settle the question with the German Naval Annual. I need only observe that the German Naval Annual was published before there was any reason to expect that the status of these German liners would give rise to any controversy, whilst the assertions of the *National Zeitung* are in the nature of an *ad hoc* apology.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

## PO CHEUNG &amp; CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &amp;c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

[a1708]

## THE MARINE INSURANCE MARKET.

LONDON, 23rd September.

Under this caption, the *Times* correspondent wrote: Insurance business of coal steamers for Russia is chiefly confined to those moving up from Eastern ports, and rates are 25 and 30 guineas per cent. Reinsurances have been placed at 55 guineas per cent. (to pay or receive as under the original policy) on some of the non-contraband cargo of the sunken steamer *Knight Commander*—tramway cars for Tokyo. The appeal at St. Petersburg of the owners of the hull will, of course, be supported by the British Government, but the cargo was American owned.

The Russian auxiliary cruisers seem to have got weary of stopping and shadowing harmless Mediterranean colliers. The British steamer *Kirkwall*, with coal from Cardiff for Constantinople, has at last left Vigo, where she was being watched by the *Don*.

It is now possible to give a practically complete list of the foreign steamers which the Russians have so far turned into auxiliary cruisers and transports. Purchases have been made in addition to those given below, but these steamers have not yet revealed their identity under Russian ownership:—

## SECOND-CLASS AUXILIARY CRUISERS.

*Don*...Hamb.-Amer. *First Bismarck*  
*Ural*...N.D.L. *Kaiserin Maria Theresa*  
*Terek*...Hamb.-Amer. *Colombia*  
*Kuban*...N.D.L. *Augusta Victoria*

## SECOND-CLASS TRANSPORTS.

*Irish*...Hamb.-Amer. *Religio*  
*Avadyn*...French str. *Franchise-Comte*  
*Argon* (also called)

*Alceci* (Trapani) German str. *Hafis*

Mr. Balfour stated before the shipping commission that a British steamer had been sold to the Russians for war service, and this the *Times* correspondent has since learned is a new vessel built by Vickers, of Barrow, under the name of *Vickers-town*. She was sold to a M. Boul, who insured her in Paris as a French steamer. Fifteen days afterwards the insurance was cancelled and the *Franchise-Comte* sailed direct to the Baltic. It will be observed that the sale to Russia was the act of the French owner. The *Hafis* was a German tramp steamer owned by H. G. C. Renck.

LONDON, 24th September.

The British steamer *Crusader* is reported to have been captured by the Japanese in the Tugara Straits and taken as a prize to Hakodate. She was on a voyage from Portland, Oregon, to Shanghai, and the cargo was insured for that voyage, with leave to call at Japan for coal. Surprise is expressed that she should have been so far north as the Tugara Straits. The hull was insured against war risks in November last with a warranty of no contraband, but this warranty was cancelled in March in return for an additional premium. The *Crusader* is 4,210 tons, owned by Messrs. Smalies, & Whitty.

An outbreak of beri-beri which occurred among the Chinese coolies first shipped from Hongkong to South Africa has led to additional precautions being taken against disease in these coolie shipments. A large Clayton disinfecting (and fire extinguishing) machine has been sent to Hongkong for port use. The steamers *Crantley* and *Sweeney*, engaged in coolie work, are already equipped with this sulphur-dioxide system, and I understand that other coolie steamers are to be fitted shortly. As a fire extinguisher the Clayton system is rapidly securing the favour of shipowners. Some 7 steamers and 20 sailing ships have been or are being equipped—most of them arranged within the past two years. Among the leading shipowners who have adopted the system are the New Zealand Shipping Company, Harris and Dixon, Manchester Liners, Nautilus S.S. Co., Union of New Zealand, Pacific Mail S.S. Co., Great Northern S.S. Co., Societe Generale de Transport, E. F. and W. Roberts, A. C. de Freitas of Hamburg, the North-German Lloyd and A. Sewall & Co.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.25 a.m. The barometer has risen slightly in Central China and fallen over the Pacific, but the changes of pressure are not important.

High pressure continues over north and central China, and an area of low pressure is indicated in the Pacific, eastward of the Southern Philippines.

Moderate to fresh monsoon prevails over the greater part of the China Sea and in the Formosa Channel.

Forecast:—Moderate to fresh N.E. winds, fine.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.,

12, QUEEN'S ROAD CENTRAL.

CO., LD.

NEW IRON  
FRAMED  
PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER  
PIANO  
PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY

BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &amp;c.

BABY  
GRANDS

Hire or Credit

Hongkong, 10th October, 1904.

[2150]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.  
Reasonable Fees.  
No charge for examinations.  
Office hours 9 a.m. to 5 p.m.

1st FLOOR, WATKINS' BUILDINGS,  
31, Queen's Road Central.  
Hongkong, 13th October, 1904.

[83]



Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Presses, Codes: A.B.C., 5th Rd. Lieber's. P.O. Box 38. Telephone No. 12.

## NEW ADVERTISEMENTS

WANTED.

A HOUSE immediately at the Peak, or Plantation or Barker Road. Apply to—

S. J. DAVID & CO.  
Hongkong, 27th October, 1904. [2533]  
ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD,  
Hon. Secretary.  
St. Andrew's Ball Committee.  
Hongkong, 27th October, 1904. [2535]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the ship.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 28th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd November, will be subject to suit.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 26th October, 1904. [2532]

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. of the 28th instant, and no consignment will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 1st November, at 9.30 A.M.

All claims must reach us before the 7th November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 25th October, 1904. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 28th inst.

Goods not cleared by the 1st proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 26th October, 1904. [1]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PYRRHUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered a ter the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox. or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th October, 1904. [10-11]

## NEW ADVERTISEMENTS

WANTED.

A RELIABLE CHINESE COMPRA-DORE, for a First-class Business. Must be able to give \$10,000 Cash Security. Apply to—  
"F. S."  
Care of Daily Press Office.  
Hongkong, 27th October, 1904. [2537]

FOR SALE.  
STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam, fitted with 6 H.P. Motor; speed about 7 miles; perfect order. Apply to—  
Care of Daily Press Office.  
Hongkong, 27th October, 1904. [2534]

NOTICE OF REMOVAL.

MESSRS. F. BLACKHEAD & CO. have REMOVED their business to the Ground Floor of ST. GEORGE'S BUILDING.

Hongkong, 27th October, 1904. [2536]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above ports TO-MORROW, the 28th inst., at NOON.

For Freight or Passage, apply to DOUGLAS LARPAK & CO.,  
General Managers.  
Hongkong, 26th October, 1904. [2531]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 2nd November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd November, will be subject to suit.

Bills of Lading will be countersigned by the undersigned.

SANDER, WIELER & CO.,  
Agents.  
Hongkong, 26th October, 1904. [3]

INTIMATIONS

SEE THAT YOU GET GOOD BREAD ON YOUR TABLE.

H. RUTTONJEE is prepared to deliver Bread in Hongkong and Kowloon. The Sanitary Arrangements are as nearly perfect as possible and the work is under constant foreign supervision only.

The best flour is used.

Brown Bread made from the well-known Graham flour.

Special Rates to Hotels, Messes, Clubs, Boarding Houses, and Large Consumers.

H. RUTTONJEE,  
Hongkong, 26th October, 1904. [2525]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 69.

Alteration in setting of Tide-gauges.

NOTICE IS HEREBY GIVEN that on or about the 1st November, the tide-gauges in the approaches to Canton will be altered to show the height of water above the low water plane corresponding to the standard zero at Canton and Whampoa.

The depths of water at the various shallows, reduced to the above low water plane, are as follows:

Second Bar, Eastern Channel 13 feet.

Tai Shuk Barrier (depth corresponding to setting of present gauge) 9 feet.

Tai Mei Spit 10 feet.

Sulphur Point about 6 feet.

Salt Flats about 6 feet.

J. HOWELL MAY,  
Harbour Master.

Approved,  
F. J. MAYERS,  
Acting Commissioner of Customs.

Custom House,  
Canton, 24th October, 1904. [2527]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 70.

Canton River; Northern Section of Bridge Barrier removed.

NOTICE IS HEREBY GIVEN that on or about the 26th instant, the red light marking the Northern side of the ship channel through the Bridge Barrier will be discontinued.

The Northern Section of the barrier has been removed.

The site it occupied is free from dangers, and a depth of 18 feet at low water spring tides exists within 200 feet of the left Bank of the river.

J. HOWELL MAY,  
Harbour Master.

Approved,  
F. J. MAYERS,  
Acting Commissioner of Customs.

Custom House,  
Canton, 24th October, 1904. [2528]

WHISKIES.

BUCHANAN'S CELEBRATED

BLENDS OF SCOTCH WHISKY are

Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50

Black and White ... \$16.50

Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,  
Wine Merchants and General Storekeepers,  
6, Queen's Road.  
Hongkong, 22nd August, 1904. [205]

## INTIMATIONS

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, on TUESDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 26th October, 1904. [2523]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-MORROW (FRIDAY), the 28th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 24th October, 1904. [2505]

C. M. S. BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held in the City Hall on TUESDAY, November 1st, from 3 to 6 o'clock.  
The favour of your attendance is requested.  
Hongkong, 26th October, 1904. [2522]

NOTICE.

We respectfully invite the Public to an

EXHIBITION OF WATER COLOUR PAINTINGS

By RENOWNED JAPANESE ARTISTS.

To be held on the First Floor of No. 10, Queen's Road Central, for TEN DAYS, from the 28th INST. TO THE 7th PROXIMO.

The Paintings show the attainments of Japan in the Arts of Peace as the Glorious Victories of our Army and Navy proclaim the nation's attainments in the Art of War.

Your Sympathy with our Country in the present struggle will add to the value of the Paintings as Memorials. They are most suitable for CHRISTMAS and NEW YEAR GIFTS.

A Number of Pictures relating to the War will be included in the Exhibition.

G. FUKUCHI,  
(of Yokohama).  
Hongkong, 25th October, 1904. [2518]

NOTICE.

THE SOUTH CHINA TRADING COMPANY have this day started business as

IMPORT, EXPORT AND GENERAL COMMISSION AGENTS at No. 18, Bank Buildings, First Floor.

E. MOOTEE,  
General Manager.  
Hongkong, 21st October, 1904. [2457]

NOTICE.

MRS. ERMA GUIOU having purchased of Mrs. HELENA WILLSON from the 1st November, 1904, the business of a

Boarding House lately carried on by Mrs. WILLSON, at 49, Pottinger Street, Victoria, Hongkong, the business will hereafter be from

the 1st November, 1904, be continued by Mrs. ERMA GUIOU under the style of the

"PENSION FRANCAISE."

All Debts due by and to Mrs. HELENA WILLSON up to the 31st October, 1904, will be paid and received by Mrs. WILLSON.

Dated this 20th day of October, 1904.

ERMA GUIOU,  
HELENA WILLSON.

2507

FROM 1st November, A EUROPEAN STEWARD for the above Club. Salary to commence \$120.00 per month.

Applications in writing, accompanied by references, to be addressed to the undersigned.

HAROLD C. AUSTEN,  
Hon. Secretary.

Kowloon, 22nd October, 1904. [2496]

STEAMSHIP "BARON GORDON" ASHORE ON THE BOMBAY SHOAL.

TENDERS will be received at the Office of the undersigned up to Noon, on THURSDAY, 27th October, for—

(1) Salvage of all gear and materials on the basis of percentage of the value recovered. No cure no pay.

(2) Purchase of the vessel as she lies on the Bombay Shoal. The undersigned do not bind themselves to accept the highest or any tender.

GILMAN & CO.,  
Lloyd's Agents.

Hongkong, 22nd October, 1904. [2497]

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—

TURNER & CO.  
Hongkong, 22nd October, 1904. [2494]

FOR SALE.

AMERICAN Bark "EVIE J. RAY," 919 tons net register, now in port. For particulars, apply to the Captain on Board or

SANDER, WIELER & CO.,  
Agents.  
Hongkong, 15th October, 1904. [2446]

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 13th June, 1904. [2160]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,  
Manager.  
1st Floor, 37, Connaught Road.  
Hongkong, 13th June, 1903.

TONG CHONG WO & CO.

No. 88, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS and CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1233]

## PUBLIC COMPANIES

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Office, Alexander Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 19th October, 1904. [2475]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$35 per Share for the year 1903, equivalent to 35% on the paid-up Capital of \$100 per Share, has been declared. Warrants will be issued on the 21st October.

By Order of the Board.  
C. MONTAGUE EDE,  
Acting Secretary.  
Hongkong, 21st October, 1904. [2488]

LOST.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE CERTIFICATE No. 3232 of 50 SHARES numbered 83121/83170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will hereafter be held by the Company as null and void.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 19th October, 1904. [2578]

AUCTION

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 31st day of

OCTOBER, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at To-kwa-wan in the Colony of Hong Kong, for a term of 75 years, with

the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale, Boundary Measurements, Contents in Square Feet, Annual Rent, Upset Price.

Lot 1, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 2, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 3, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 4, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 5, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 6, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 7, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 8, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 9, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 10, 250, 300, 400, 400, 140,000, 504, 21,000

Lot 11, 250, 300, 400, 400, 140,000, 504, 21,000



## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.  
Hongkong, 21st April, 1897.

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.  
DOUGLAS LAURIE & CO. Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897.

## NORTHERN ASSURANCE CO.

FIRE and LIFE.  
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.  
TURNER & CO. Agents.  
Hongkong, 23rd September, 1903.

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903, £16,982,650.

I. AUTHORIZED CAPITAL... £23,000,000  
SUBSCRIBED CAPITAL... £2,750,000  
PAID-UP CAPITAL... £67,500 0 0  
II. FIRE FUNDS... £3,656,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO. Agents.  
Hongkong, 18th June, 1904.

## WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.  
ALEX. ROSS & CO. Agents.  
Hongkong 28th April, 1904.

## L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against Fire at current rates.  
SIEMSEN & CO. Agents.  
Hongkong, 1st January, 1904.

## HIRANO WATER.

THE QUEEN OF TABLE WATER.

PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. B. RAYNELL & CO.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS  
Hongkong, 31st July, 1903.

DAVID CORSAI & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TANPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
3486

A. LING & CO.,  
FURNITURE STORE.  
PLATED, GLASS AND CROCKERY  
WARE, &c., &c., and FOCROW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.

MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)  
COAL DEPARTMENT  
MARUNO-UCHI, TOKYO.  
Cable Address, "IWASAKI"  
which applies to all Branch Offices and Hongkong and Shanghai Agencies.  
A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—  
MANAGER, MITSUBISHI CO., with name of Branch Office under.  
BRANCH OFFICES—  
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES—  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
"MANILA": COMPANIA MARITIMA.  
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kureha and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and American ports.  
SOLE PROPRIETORS of Takashima, Ochi, Shinano, Namsu and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 26th April, 1904.

## SCIENTIFIC MISCELLANY.

AIR PUMP CONTROL OF BALLOONS—A SINGULAR INSECT—A GREAT GYSTER—IRON HARDENING—ARSENIC IN OUR FOOD—GAS-LIGHTING ALLOYS—STELLAR SPACE AND BEYOND—APPENDICITIS AGAIN—A SLOW HEART—A NEW MOUSE.

The idea of regulating the height of balloons by means of collapsible air-bags seems to be as old as modern ballooning. It is said to have been suggested by Gen. Meunier in 1783, on the day before the first ascent of a hydrogen balloon, but it was forgotten until 1884, when Renard used air-reservoirs for maintaining the shape of captive balloons. The first real trials of their bag regulator—or ballonet, as it is called, seems to have been in two balloons constructed last year. The ballonet is placed around the lower part of the balloon, with means for inflating and a valve for emptying, and the gas envelope is closed and provided with a safety valve to ensure against too great pressure. In two trips described by Henry de la Vaux, the tendency of the balloon to shoot upward on emerging from cloud into bright sunshine was counteracted by filling the air-bag, a low level being thus maintained in spite of great changes in moisture and temperature.

Protective mimicry has a curious illustration in an insect of British East Africa described by Prof. Gregory. Some individuals of each sex are bright pink and others are bright green, and as they sit motionless for hours sucking sap, the pink ones collect on the lower part of the stem where they look like drooping flowers, while the green ones take a place farther out and are mistaken for foliage.

The world's greatest geyser seems to be that of Rotomua, in New Zealand. A recent visitor, J. A. Warnock, states that it plays about 22 times each month, the "shots" often reaching a height of 900 to 1,200 feet, and the basin covers about 21 acres. One theory is that loose stones fall into the neck of a tunnel filled with hot water, closing the passage until the rising steam pressure forcibly ejects them.

The new iron hardening process of two Prussian metallurgists consists in adding a small proportion of phosphorus with a large amount of carbon. The iron is placed in a tempering pot of bone-dust, to which are added 30 grains of ferrocyanide of potassium, 250 grains of cyanide of potassium, and 400 grains of phosphorus, and the receptacle, closed and lined with clay, is raised to a clear red or white heat. Taken out while still hot, the metal is plunged into a warm bath. It is claimed that a mass of 400 pounds of iron will be made so hard to a depth of a twenty-fifth of an inch that it can neither be cut nor chipped with the hardest steel, but that it still can be readily welded.

Having shown that the human body normally contains a minute quantity of arsenic, Prof. Armand Gautier has investigated the sources of the poison. He finds but little arsenic in the meat of oxygen and calves, but a larger quantity in fish, and a high proportion in mackerel and lobsters. But little is contained in vegetables. Wheat, potatoes, Burgundy and other wines yield arsenic, and sea-salt has considerable of it. The arsenic is eliminated from the human body by the excretions, and especially by the cutting of the hair, beard and nails. The curious observation is made that a bald-headed man may store up more of this poison than a man from whose head a good crop of hair is regularly cut.

Pyrophoric alloys for igniting gases are produced by Welsbach by fusing one or more of the rare earth metals—lanthanum, cerium, etc.—with about 30 per cent. of iron, nickel, or cobalt. When such an alloy is rubbed with a file, it emits brilliant sparks that are capable of lighting a mixture of air and gas.

The new "Flora of Pennsylvania," upon which the late Dr. T. C. Porter laboured nearly seventy years, enumerates 2,201 species of plants, representing 655 genera, 156 families and 48 orders. This does not include the ferns.

The stellar universe has a background of pearly-white, which always fills the field of a telescope with a faint luminosity, and astronomers are guessing as to whether this shimmering-shroud is made up of quadrillions of suns, or whether the universe is immersed in nebulous matter. The pearly veil is torn in places, at least 160 jet-black wells or dark spaces being shown in the constellations Sagittarius and Scorpio by the 16-inch telescope of the Lick Observatory. In one of these dark fields is Antares, which is computed to be about one quadrillion miles from us and to have 88,000 times the mass of our sun, and it is suggested that spaces over a certain area may have been cleared of matter in the building up of this mighty star. Other stars are near black wells or supposed openings into outer space.

The gripper and excessive meat eating are the causes to which Lucas Championniere attributes appendicitis. He has found that cases not preceded by an attack of gripper are very rare, and that they are practically unknown in the vegetarian districts of France and other countries. The very few cases he has known among vegetarians have been insignificant, recovery taking place in a few days without operation.

The case of a healthy man of 61 whose heart beats only 30 times a minute, the normal rate being from 70 to 80, has been recorded by Dr. Seiffert of Berlin. In another case reported, the beats numbered only 22, but the patient was suffering from heart disease.

An entirely new mammal in the British Isles is the astonishing discovery of J. G. Millais. It is a vole—*Microtus orcadensis*—and it is totally distinct from the common short-tailed field-mouse and all other known forms.

**ROWLAND'S KALYDOR FOR THE SKIN**  
Produces soft, fair, delicate skin, heals all cutaneous eruptions, and restores a healthy complexion to all who use it.  
2/3, 4/6, of Stores and Chemists.  
[3533-2]

THE AMERICAN SYSTEM  
DENTISTRY  
DR. M. H. CHAUN.  
87, DES VUEX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 8th June, 1904.

## THE YELLOW PERIL.

It is extremely interesting to note what a striking difference in sentiment is produced by a change in the point of view. The Times, for example, holds that Japan is entitled to the highest praise for the reformation in her government and institutions, and the creation of an efficient Army and Navy within the space of little more than a generation, while we furthermore gather that, in the view of the London Journal, the world, or at least the English-speaking world, is the better and the richer for these things. Now it would seem to logically follow from this appreciation of Japan's progress that similar approval would be bestowed upon endeavours made by China in the same direction. But that does not seem to be the case. The Times says the idea prevalent upon the Continent is "that the awakening of China will follow the awakening of Japan, and that a generation or two hence, Europe will stand face to face with a yellow confederacy, able to put into the field five or six millions of men as brave, as well disciplined, and as well armed as those whom we have been watching as they stormed the Manchurian heights and drove the Russian regiments out of their last defences at Liaoyang." Now this is described by the Times as "an ugly possibility," but the London Journal consoles itself with the reflection that to believe in such a possibility "one must first be convinced that the Chinese character could or would lend itself to such a transformation as that which has been seen in Japan during the last forty years; and it is a satisfaction to know that the larger majority of skilled observers, the men who know China best, are utterly sceptical on the point." This is frank if supremely selfish. Japan is to be praised for the progress shown during the last forty years, and the transformation effected, but the Times is much less likely to follow suit. If the transformation of China be an "ugly possibility" for Europe, it is surely a little unjust to condemn the Chinese for not being other than he is when a change of heart might prove a menace to Europe. Yet this is what the Times goes on to do, and after a consideration of the situation of China in the light of information supplied by its Peking correspondent, our contemporary sums up as follows:

In a word, there is as yet no ground for believing that the Chinese official class has taken, or is likely to take, the first essential step towards good government or towards developing the nation's resources. With a few honourable but inadequate exceptions, they do not know what common honesty means; or, if they do, they are united in regarding it as something with which they have no concern. Now we ask again, if a reformed, reorganised, and progressive China is an "ugly possibility" for Europe, and if it is, is a "satisfaction" to know that such a transformation, is it not somewhat unkind to condemn the Chinaman when his character, being what it is, removes a source of considerable apprehension from Europe?—*Kobe Chronicle*.

## THE KILT FOR ENGLISH BOYS.

Mr. J. Cantlie, F.R.C.S., formerly of Hongkong, is becoming famous at home as a health crank of the first water. His latest is the cult of the Kilt which, in a highly interesting lecture on "Personal and Domestic Hygiene," at the Polytechnic, Regent-street, he stated to be the most healthy form of attire for boys. It was too often the wish of mothers, he said, that their boys should look like little men. A little boy might look pretty in a middle's costume, but such tight-fitting clothes were detrimental to his health. Nothing in the way of dress better developed the all-important physical blessings of health and vigour than the kilted skirt. It gave a warmth to the loins most conducive to the strength of the future man.

The kilt was excellent for men, but most important for boys, from the health point of view. A distinguished physician told an *Express* representative that undoubtedly from a health standpoint kilts were quite the best kind of clothes for growing boys. "Boys nowadays in Eton suits and tight fitting collars do not stand the same chance in the but for health as boys who wear loose fitting garments." You have only to go to the Highlands to see this.

In the Highlands these children who wear kilts are invariably strong, and turn out fine men. There again, look at our Scotch regiments. No stronger or firmer set of men exist throughout the service. I put most of this strength down to the fact that many of the men in their youth wore kilts or clothes which were loose, and so gave their limbs full scope to develop."

## MANCHUS AND CHINESE.

A letter from Peking states that during a recent private audience of Prince Ching before their Majesties the Emperor and the Empress Dowager, his Highness lamented the lack of talent and enterprise among those of Manchu blood and earnestly advocated that the "caste," or race line hitherto drawn between Manchus and Chinese, be abolished, and so long as a man should have the necessary ability and knowledge he should be given the position his talents fitted him for without regard to the blood of his father. Prince Ching recommended that Chinese shall from henceforth be held partly of honour and partly of Manchu blood, and that positions hitherto peculiarly vested in Manchus be also given to Chinese and vice versa. It is stated that their Majesties welcomed the suggestions of Prince Ching and that there is a good chance of seeing an Imperial edict on the subject abolishing race distinctions in the holding of office for ever. It will be remembered the Empress Dowager made a decided step in this direction in 1902, when she issued a special decree permitting Chinese and Manchus to intermarry, hitherto prohibited by Imperial proclamations of the first Emperors of the present dynasty. In this connection her Majesty, it will be remembered, also exhorted Chinese parents to abolish the cruel custom of foot-binding, speaking strongly against it in her decree.—*N.C. Daily News*.

## REGISTRATION OF TRADE MARKS IN CHINA.

Copies of the EXPERIMENTAL REGULATIONS now in force may be obtained at the Daily Press Office.  
Price 25 cents each. Cash with order.  
Hongkong, 8th October, 1904.

## HEADACHE AND DEPRESSION.

BANISHED BY BILE BEANS.

Headache renders its victims incapable of using the faculties of mind or body. It is a result of nervous exhaustion and poison in the system owing to the liver and digestive organs being run down or incapable of doing the work demanded of them. The natural and unfailing remedy for this state of affairs is to assist and stimulate those organs, and to restore them to their natural healthy condition. That is precisely what Chas. Ford's Bile Beans do.

Mrs. Knight, of 17, St. Edmund Street, Northampton, England, says: "My illness commenced at first like a bilious attack, and gradually grew worse. My headache became so bad that I could not stand, and I was so dizzy that I fell down if I tried to move. I really felt as if I should go mad. The attacks commenced a little over five years ago. The pains across my head were so severe that I felt utterly helpless."

"I can't convey an adequate idea of my sufferings. I lost appetite, and could not digest what I did eat, and felt sick, weary, and worn out. I went to one doctor and then to another. They asked me for about a day, and then the attacks came on as bad as ever. I spent a lot of money this way. Each day when I got up I never felt fit for anything. Sometimes I tried to work it off, but it was no use. The pains gradually got worse, and then—when as they could be—thank God, I found a cure."

"I read of Chas. Ford's Bile Beans in a pamphlet brought to my door. There was an account of a similar case to mine which Bile Beans had cured. I thought I would try them, so I started with a bottle, and after I had taken that, my head was getting better. To make sure of a permanent cure I kept on with the Beans for a few months, and now, as you see, I am the very picture of health. All my friends have noticed it. I have never had my head bad since, and in view of this, I can say that Bile Beans have absolutely cured me. I feel like a new woman, and shall always keep some of the Beans in the house."

Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anorexia, weakness, female ailments, heat, ag, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system, and loss of vital force.

Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010-1]

## TO LET.

TO LET.

NO. 1, RIFON TERRACE (in FLATS).  
A HOUSE in WONG-NEL-CHONG ROAD, facing Race-course.  
FLATS in MORETON TERRACE, facing the Police Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).  
GODOWNS; PRATA EAST.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th June, 1904.

## TO LET.

NO. 58, CAINE ROAD. European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.  
Possession 1st January, 1905.  
Apply to—  
MANAGER,  
China Merchants S. N. Co.  
Hongkong, 15th October, 1904.

## TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.  
Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 17th June, 1904.

## TO LET.

NO. 6, UPPER MOSQUE TERRACE.  
European residence, just renovated, painted and colourwashed, immediate possession.  
Apply to—  
G. J. SEQUEIRA.  
Care of A. R. Marty.  
Hongkong, 28th September, 1904.

## TO LET.

NO. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904.

## TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).  
Apply to—  
X.  
Care of Daily Press Office.  
Hongkong, 6th September, 1904.

## TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.  
Apply to—  
C. L.  
Care of Daily Press Office.  
Hongkong, 5th October, 1904.

## TO LET.

3RD FLOOR, suitable for Office.  
Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd June, 1904.

## TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.  
Apply to—  
YEE SANG FAT,  
Above Address.  
Hongkong, 15th October, 1904.

## TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.  
Nos. 6, CASTLE ROAD.  
Nos. 74, CAINE ROAD.  
Apply to—  
COMPRADORE DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 17th September, 1904.

## TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.  
C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904.

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.



LOTUS,  
Large Size \$5.00 per 100  
Gold Tippee Medium Size  
\$3.75 per 100  
ZAFAR,  
Large Size \$4.60 per 100  
Medium Size \$4.20

KARIM,  
Large Size \$3.75 per 100  
Medium Size \$3.50  
THABIT,  
Large Size \$3.00 per 100  
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615] KRUSE & CO., CONNAUGHT HOUSE.

## ARNHOLD, KARBURG &amp; CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL  
a333  
Hongkong, 1st October, 1904.

## JAPAN COALS.

ITSUITSU BUSSAN KAISHA (MITSUI & CO.)  
HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, 102 HOSCH STREET

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Northwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokos, Mameda, Manioura, Onoura Otsuji, Sasahara Tanaburo, Yoshitani, Yoshio, Yunkobara, and other Coals.

S. MINAMI, Manager, Hongkong.

## TO LET.

OFFICE TO LET.  
FIRST FLOOR, No. 10, Queen's Road Central.  
Apply to—  
WANG HING.  
Hongkong, 24th October, 1904.

## TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2nd FLOOR of N.W. Building, Electric Light and Elevator.  
Apply to—  
A. G. I. S.,  
Care of Daily Press Office.  
Hongkong, 22nd September, 1904.

## TO LET.

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).  
Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road.  
Hongkong, 16th August, 1904.

## TO LET.

THREE FIRST-CLASS SHOPS.  
European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904.

## TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.  
Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.  
Hongkong, 14th July, 1904.

## TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.  
Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904.

## TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.  
Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd November, 1903.

## TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.  
C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 69 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 60 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGA).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

1703



## SHIPPING.

**ARRIVALS.**  
 ARRATON APCAR, British str., 2,931, G. Foy, 26th October, Calcutta 24th Oct., General.  
 —David Sassoon & Co.  
 BANCA, British str., 3,794, J. B. Fergusson, 26th Oct., London 3rd Sept., Singapore 21st Oct., General—P. & O. S. N. Co.  
 CALAJO, U.S. gunboat, 26th Oct., from Canton.  
 EMPRESS OF INDIA, British str., 3,032, R. Archibald, 26th Oct., Vancouver 3rd October and Shanghai 23rd, Mails and General—C. P. R. & Co.  
 HAIMUN, British str., 638, A. Robson, 26th October, Swatow 25th October, General—Douglas Laiprak & Co.  
 HANGSANG, British str., 1,356, Wilde, 26th October, Canton 25th Oct., General—Jardine, Matheson & Co.  
 LIRA, American str., 3,510, Geo. V. Williams, 26th Oct., Manila 24th Oct., General—Doddwell & Co.  
 MALACCA, British str., 2,615, A. F. Street, 26th October, Yokohama 11th Oct., General—P. & O. S. N. Co.  
 M. S. DOLLAR, British str., 2,674, A. Gab, 26th October, Kutchinotzu 21st Oct., Coal—Arnold, Karberg & Co.  
 M. STEUVE, German str., 968, P. Brandt, 26th October, Tamsui 23rd Oct., Amoy 24th and Swatow 25th, General—Osaka Shosen Kaisha.  
 PETRARCH, German str., 1,252, C. Ahrens, 26th October, Saigon 21st October, Mails—Chinese.  
 PYRRHUS, British str., 2,281, T. Chingore, 26th October, Liverpool and Singapore 20th October, General—Butterfield & Swire.  
 TRIESTE, Austrian str., 3,332, D. Mistrorigo, 26th Oct., Shanghai 23rd Oct., General—Sander, Wierler & Co.  
 WUHU, British str., 1,227, E. Richards, 26th October, Manila 23rd October, Ballast—Butterfield & Swire.  
 WOOSUNG, British str., 1,120, Dowson, 26th October, Canton 25th Oct., General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 26th October.  
 Carl Fiedrichsen, German str., for Hsinow.  
 Hangeang, British str., for Hsinow.  
 Hue, French str., for Kwangchow.  
 Nemanita, German str., for Mojo.  
 Pyrrhus, British str., for Shanghai.

## DEPARTURES.

26th October.  
 AN PHO, British str., for Swatow.  
 BEUNHIDE, German str., for Bangkok.  
 CHANGCHOW, British str., for Canton.  
 ESAGO, British str., for Canton.  
 FOREST DALE, British str., for Samarang.  
 KAIFONG, British str., for Manila.  
 KWANGTUNG, Chinese str., for Shanghai.  
 P. R. LUTPOLD, German str., for Shanghai.  
 SEGOVIA, German str., for Yokohama.  
 SHANTUNG, British str., for Hongkong.  
 TRIUMPH, German str., for Coast Ports.  
 ZIETEN, German str., for Europe.  
 YUENSANG, British str., for Manila.

## VESSELS IN DOCK.

26th October.  
 ABREDEEN DOCKS—Belgian King.  
 KOWLOON DOCKS—U. S. S. Pathfinder.  
 Lika, U.S.S. Fishhawk, H.I.G.M.S. Hansu.  
 Trianon.  
 COSMOPOLITAN DOCK—Derwent, Chuen-tiao, Sojala.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, CANTON, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)  
 THE Company's Steamship

"TRIESTE."  
 Captain Mistrorigo, will be despatched as above TO-MORROW, the 28th inst., P.M.  
 For information as to Passage and Freight, apply to  
 SANDER, WIERLER & CO.,  
 Agents.  
 Hongkong, 4th October, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
 PROPOSED SAILINGS FROM HONGKONG, 1904.  
 "ST. HUGO" ..... 25th Nov.  
 "SHIMODA" ..... 18th Dec.  
 For Freight and further information, apply to  
 DODDWEILL & CO., LTD.,  
 Agents.  
 Hongkong, 8th August, 1904.

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS AND THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light and perfect cuisine. Wharf at Hongkong near Harbor Office.  
 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C. and PACIFIC COAST PORTS also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.  
 For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 20th May, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & C.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	To-day, Noon.
LONDON, & C. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	5th Nov. Noon.
LONDON, AMSTERDAM & ANTWERP	MACHAO	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	12th Nov.
LONDON & ANTWERP	BENALDER	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 19th Nov.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	22nd Nov.
MARSEILLES & LONDON	ULYSSES	Brit. str.	P. W. Widdin	BUTTERFIELD & SWIRE	5th Nov. Noon.
BREMEN, VIA PORTS OF CALL	P. ALICE	Ger. str.	P. Widdin	BUTTERFIELD & SWIRE	5th Nov. Noon.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	BUTTERFIELD & SWIRE	4th Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madsen	BUTTERFIELD & SWIRE	19th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Schoenfeldt	BUTTERFIELD & SWIRE	29th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Jaburg	BUTTERFIELD & SWIRE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Forst	BUTTERFIELD & SWIRE	27th Dec.
HAVRE & HAMBURG	C. PERD. LAEISZ	Ger. str.	von Hoff	BUTTERFIELD & SWIRE	11th Jan.
TRIESTE, & C. VIA SINGAPORE, & C.	TRIESTE	Aus. str.	Mistrorigo	SANDER, WIERLER & CO.	To-morrow, P.M.
AGAMENNON	AGAMENNON	Brit. str.	R. Day	BUTTERFIELD & SWIRE	22nd Nov.
KENNEBEC	KENNEBEC	Brit. str.	St. Hugo	STANDARD OIL CO.	About 12th Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	TARTAR	Brit. str.	F. N. Evans	STANDARD OIL CO.	About 25th Nov.
VANCOUVER, VIA SHANGHAI, & C.	E. OF INDIA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	2nd Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	DODDWEILL & CO., LIMITED	18th Nov.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	YANGTZE	Brit. str.	Brehmer	BUTTERFIELD & SWIRE	29th inst.
PORTLAND, OREGON	TAIYUAN	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	16th Nov. Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	About 29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHYLON	Brit. str.	W. B. Brown	BUTTERFIELD & SWIRE	29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TSUNAMI	Brit. str.	Richard	JARDINE, MATHESON & CO.	30th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ESANG	Brit. str.	Tueblin	BUTTERFIELD & SWIRE	To-morrow.
CHEFOO & NEWCHANG	SIKHOT	Brit. str.	.....	GIBB, LIVINGSTON & CO.	30th inst., A.M.
CHEFOO & DUBAN	WOOSUNG	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WUHU	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	CHONGYANG	Brit. str.	Roope	JARDINE, MATHESON & CO.	31st inst., Noon.
SHANGHAI, MOJI & KOBE	BANCA	Brit. str.	J. B. Fergusson	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, MOJI & KOBE	CHANGCHOW	Brit. str.	.....	BUTTERFIELD & SWIRE	2nd Nov.
SHANGHAI	CHUSAN	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 4th Nov.
SHANGHAI	WHAMPOA	Brit. str.	.....	BUTTERFIELD & SWIRE	3rd Nov.
TAMUI, VIA SWATOW & AMOY	M. STEUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	30th inst., D'light.
TAMUI, VIA SWATOW & AMOY	FRITHJOFF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	6th Nov. D'light.
ANPING, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	C. Cornelissen	OSAKA SHOSHEN KAISHA	2nd Nov. D'light.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	C. Robson	DODDWEILL & CO.	To-morrow, Noon.
SWATOW & CHEFOO	KANSU	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	4th Nov.
MANILA	ZAFIRO	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	29th inst., 10 A.M.
MANILA	TAMING	Brit. str.	R. W. Almond	SHAWAN, TOMES & CO.	1st Nov.
MANILA	RUBI	Brit. str.	T. W. Garlick	DODDWEILL & CO., LD.	5th Nov. 10 A.M.
MANILA	TRENTON	Brit. str.	T. W. Garlick	DODDWEILL & CO., LD.	About 2nd Jan.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	Buller	JARDINE, MATHESON & CO.	To-day, 3 P.M.

## STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship  
 "KENNEBEC"  
 will be despatched as above on or about the 12th November.  
 For Freight or further information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK,  
 Oriental Freight Department,  
 Hongkong, 14th October, 1904. [2439]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.  
 THE Steamship  
 "EMPIRE,"  
 Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th November, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 18th October, 1904. [2472]

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
 THE Steamship  
 "BENALDER,"  
 Captain McIntosh, will be despatched as above on or about the 18th November.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 22nd October, 1904. [2499]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
 Captain T. Austin, R.N.M.  
 This Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.  
 FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Storage 10 cents.  
 Dinner and Dinner can be supplied either on board or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.  
 The Steamer is lit throughout by Electricity.  
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
 MING ON & CO.  
 2nd Floor, 16, Victoria Street.  
 Hongkong, 7th October, 1904. [28]

## HONGKONG-CANTON LINE.

THE British steamship  
 "YING KING,"  
 Captain E. J. Page, of 1068 tons, Registered in the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service. The cuisine is excellent.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
 1st Class ..... \$3.00 for Single journey  
 2nd ..... 1.50  
 Meals ..... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.  
 No. 215, Wing Lok Street.  
 Hongkong, 27th February, 1904. [7]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON  
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
 "NUMANTIA" ..... 4,370 Tons, Brehmer, ..... October 27th, 1904.  
 "ARABIA" ..... 4,483 Tons, Buhle, ..... November 19th, 1904.  
 "ARAGONIA" ..... 5,188 Tons, Schudt, ..... December 13th, 1904.  
 "NICOMEDIA" ..... 4,370 Tons, Wagner, ..... January 9th, 1905.  
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 14th October, 1904. [114]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 29th Oct., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 5th Nov., 10 A.M.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 25th October, 1904. [116]

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
 HONGKONG, SOUTH-CHINA COAST PORTS  
 AND FORMOSA.  
 PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 30th Oct., at Daylight.
ANPING, VIA SWATOW AND AMOY	T. BRANDT	at Daylight.
TAMUI, VIA SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 2nd Nov., at Daylight.
	C. CORNELISSEN	SUNDAY, 6th Nov., at Daylight.
	"FRITHJOFF"	at Daylight.
	H. A. HARALDSEN	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
 T. ARIMA, Manager  
 Hongkong, 24th October, 1904. [115]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "TARTAR" ..... 4,425 Tons	WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons	WEDNESDAY, 16th Nov.
R.M.S. "EMPERESS OF JAPAN" ..... 6,000 Tons	WEDNESDAY, 14th Dec.
R.M.S. "ATHENIAN" ..... 3,382 Tons	WEDNESDAY, 25th Dec.
R.M.S. "EMPERESS OF CHINA" ..... 6,000 Tons	WEDNESDAY, 11th Jan.

Hongkong to London, 1st Class ..... via St. Lawrence 24th via New York 26th.  
 Intermediate on Steamers ..... 240 " " 242.  
 and 1st Class Rail ..... " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. W. CRADDOCK Acting General Agent,  
 9, Upper Street.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	STEAMERS	SAILING DATES.	1904
PRINCESS ALICE	.....	WEDNESDAY	9th November
PRINZ HEINRICH	.....	WEDNESDAY	16th November
PRINZ REGENT LUITPOLD	.....	WEDNESDAY	23rd November
PREUSSEN	.....	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	.....	WEDNESDAY	21st December
SEYDLITZ	.....	WEDNESDAY	4th January 1905
GNEISENAU	.....	WEDNESDAY	18th January
BAYERN	.....	WEDNESDAY	1st February
ZIETEN	.....	WEDNESDAY	15th February
SACHSEN	.....	WEDNESDAY	1st March
PRINCESS ALICE	.....	WEDNESDAY	15th March
PRINZ REGENT LUITPOLD	.....	WEDNESDAY	29th March
PREUSSEN	.....	WEDNESDAY	12th April
PRINZ EITEL FRIEDRICH	.....	WEDNESDAY	26th April

ON WEDNESDAY, the 9th day of NOVEMBER, 1904, at Noon, the Steamship "PRINCESS ALICE," Captain P. Widdin, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 8th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 8th November.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
 Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.

Hongkong, 27th October, 1904.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS	DESTINATIONS.	SAILING DATES.
BRISGAVIA	.....	HAVRE and HAMBURG	On 4th Nov. Freight.
SLAVONIA	.....	HAVRE and HAMBURG	On 19th Nov. Freight & (ex STRASSBURG) Passengers.
SEGOVIA	.....	HAVRE and HAMBURG	On 29th Nov. Freight.
Capt. Schoenfeldt	.....	(Calling at Singapore, Penang and Colombo)	
SENEGAMBIA	.....	HAVRE and HAMBURG	On 13th Dec. Freight.
(ex NURNBERG)	.....	(Calling at Singapore, Penang and Colombo)	
ARMENIA	.....	HAVRE and HAMBURG	On 27th Dec. Freight.
Capt. Forst	.....	(Calling at Singapore, Penang and Colombo)	
C. FRED. LAEISZ	.....	HAVRE and HAMBURG	On 11th Jan. Freight.
Capt. von Hoff	.....	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE,  
 No. 1, QUEEN'S BUILDINGS.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Saturday, October 29th
TEXAN	8,615	.....	Saturday, December 17th
TRENTON	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PIREADES	3,753	Furling	March 4th

FOR MANILA.  
 The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. TREMONT ..... 9,606 tons. T. W. Garlick ..... About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL...	"YANGTZE"	On 27th October.
GLASGOW AND LIVERPOOL...	"DARDANUS"	On 5th November.
GLASGOW AND LIVERPOOL...	"NINGCHOW"	On 11th November.

## OUTWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES AND LONDON...	"ULYSSES"	On 5th Nov., Noon.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 25th October, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 27th October.
SHANGHAI	"PAKHOT"	On 28th October.
CHEFOO & NEWCHANG PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	On 29th October.

KOBE	"TSINAN"	On 29th October.
MANILA	"TAMING"	On 1st November.
SHANGHAI	"CHANGCHOW"	On 2nd November.
NINGPOO AND SHANGHAI	"WAMPOA"	On 3rd November.
SWATOW AND CHEFOO	"KANSU"	On 4th November.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 26th October, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
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\* SINGAPORE, PENANG & CALCUTTA "KUMSANG" .... Thurs., 27th Oct., 3 p.m.

TIENSIN VIA WEIHAIWEI "ESANG" .... Sunday, 30th Oct., D'light.

† SHANGHAI "CHOYSANG" .... Monday, 31st Oct., Noon.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 27th October, 1904.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY" .....	Captain J. P. Dawson.
S.S. "COURTNEY" .....	Captain J. W. Martin.
S.S. "CORANLEY" .....	Captain W. E. Steele.
S.S. "IKBAL" .....	Captain A. Jennings.
S.S. "ASCOT" .....	Captain C. E. Cox.
S.S. "TWEEDDALE" .....	Captain T. M. Milnes.
S.S. "LOTHIAN" .....	Captain J. C. Williamson.
S.S. "INKUM" .....	Captain E. S. Pearce.

The S.S. "SIKHA" will leave on SUNDAY MORNING, the 30th inst., for Chefoo and  
Durban.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 27th October, 1904.

# THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"COROMANDEL"

Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this for  
Bombay on SATURDAY, the 5th November,  
at NOON, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "Oceana," 6,610 tons, from Colombo.  
Passengers' accommodation in which vessel is  
second before departure from Hongkong.

Silk and Valuables, all cargo, for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Egypt," due  
in London on the 18th December, 1904.

Parcels will be received at this Office until 4  
p.m. the day before sailing. The contents  
and value of all packages are required.

For further particulars, apply to

**E. A. HEWETT,**  
Superintendent.

Hongkong, 24th October, 1904.

# PRINTING OF ALL KINDS at the most moderate prices at

"THE DAILY PRESS" OFFICE.

All proofs read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

## NOTICES TO CONSIGNEES

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. Macedonia.

From Persian Gulf ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M., To-DAY, the 21st inst.

Goods not cleared by the 28th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee and the  
Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 21st October, 1904.

## FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGROVIA"

Captain Schönfeldt, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to take  
immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-DAY,  
the 21st inst.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 28th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 21st October, 1904.

## OCEAN STEAMSHIP COMPANY, LIMITED.

AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 23rd inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 25th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 28th inst. will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
31st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st October, 1904.

## QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS.

Sole Agents of  
QUAN WAH & CO., Lime Manufacturers:  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE AND MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD, EAST.  
Hongkong, 17th October, 1899.

Hongkong, 17th October, 1899.

## FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S

Phospho  
Glycerate  
of Lime

For Nervous Troubles  
in Adults and Children

SOLD IN  
Capsules, in Syrup,  
and in Wine

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Full instructions with each bottle

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be obtained at the Office, 141, Des Voeux Road  
Central, Hongkong, 131, Fleet Street, London  
or from the different Agents.

Documents translated from or into Classical  
or Colloquial Chinese.

## SHIPPING IN PORT.

### STEAMERS.

AGINCOURT, British str., 3,876, H. T. Worsnop,  
Hainan Island 1st Oct.—Gilman & Co.

BAWTRY, British str., 1,542, Shotton, 22nd  
October.—Labuan (Borneo) 15th Oct., Coal.

—Order.

BELGIAN KING, British str., 2,153, Hayton,  
22nd Oct., Kutchinola 16th Oct., Coal.

—Dedwell & Co.

BUNH THUAN, French str., 983, Ribault, 15th  
October.—Samarang 29th Sept., Sugar.

—Bradley & Co.

CARL DIEDERICHSEN, German str., 774, H.  
Schalk, 24th Oct.—Haiphong 20th Oct.,  
General.—Jensen & Co.

ELG, Norwegian str., 708, Christophersen, 30th  
Sept.—Halo 26th Sept., General.—

Sander, Wick & Co.

ELISABETH RICKMERS, German steamer, 997,  
Gotsche, 23rd Oct.—Bangkok 16th Oct.,  
Rice.—Melchers & Co.

GERMANIA, German str., 1,714, J. Bruhn, 20th  
October.—Moj 10th Oct., Coals.—Jensen  
& Co.

HINSANG, British str., 1,536, W. E. Sawyer,  
24th Oct.—Sourabaya 13th Oct., Sugar.

Jardine, Matheson & Co.

HUE, French str., 705, Godin, 25th October.  
—Haiphong via Ports 24th Oct., General.

—A. R. Marly.

KARIN, Swedish str., 697, G. Peterson, 7th  
Oct.—Saigon 1st October, Rice.—Sander,  
Wick & Co.

KORSA, American str., 5,651, Wm. B. Seabury,  
23rd Oct.—San Francisco 20th Sept., via  
Japan and Manila 21st Oct., Mails and  
General.—P. M. S. S. Co.

KUM-SANG, British str., 2,077, E. J. Buller, 19th  
October.—Calcutta and Singapore 13th  
October, General.—Jardine, Matheson & Co.

LADY MITCHELL, British str., 780, Frampton,  
24th Oct.—Saigon 19th Oct., Rice and  
Rice-Rice.—Chinese.

LEWIS, American str., 563, D. Yribar, 24th  
October.—Manila 21st October, General.—  
Barretto & Co.

LIGA, British str., 1,874, E. Morris, 28th Sept.  
—Saigon 23rd Sept., General.—Chinese.

LOOSOK, German str., 1,020, Schultzen, 18th  
October.—Swatow 17th Oct., Rice.—Butter-  
field & Swire.

NUNANTIA, German str., 4,384, Brahmer, 10th  
Oct.—Moj 14th Oct., Coal.—Portland  
and Asiatic Steamship Co.

ON-SANG, British str., 1,787, J. T. Davies, 23rd  
October.—Moj 17th October, Coal.—Jar-  
dine, Matheson & Co.

OSCAR II., Norwegian str., 2,000, R. Olsen,  
25th Oct.—Moj 19th Oct., Coal.—M. B.  
Kaisha.

PAKHOT, British str., 1,229, K. E. Tuebbin,  
20th Oct.—Saigon 15th Oct., Rice and  
Rice-Rice.—Butterfield & Swire.

PAKLAU, German str., 1,018, Demes, 5th Oct.  
—Bangkok 23rd Sept., Rice and Wood.—  
Butterfield & Swire.

SEIK, British str., 3,216, James Rowley, 12th  
Oct.—Yokohama 7th October, Ballast.—  
Dodwell & Co.

SOPALA, British str., 2,260, Shepherd, 22nd  
October.—Moj 16th October, Ballast.—  
Jardine, Matheson & Co.

TARTAR, British str., 2,768, F. W. Evans, 18th  
October.—Yokohama 19th Sept., General.  
—P. M. S. S. Co.

TELEMAQUE, British str., 1,340, J. Williams,  
24th Oct.—Saigon 12th Oct., Rice and  
Wood.—Chinese.

TEINAN, British str., 1,463, W. B. Brown, 15th  
October.—Anatoli 10th Oct., Manila and Sydney  
—2nd Aug. General.—Butterfield & Swire.

ZAFIRO, British str., 1,811, E. Rodger, 24th  
October.—Manila 22nd October, General.—  
Shewan, Tomes & Co.

## BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.  
R. M. Harbord.

CHERRY, water tank and tug.

CRESSY, British cruiser, 12,000, H. M. T. Tudor.

ESPYRLE, British gunboat, 1,070, Ernest G.  
Barton.

GLORY, British battleship, 12,950, Hon. Stop-  
ford.

HARDY, torpedo boat destroyer.

HUMBER, British storeship, 1,840, P. M.  
Rindoo.

OTTER, torpedo boat destroyer, Lieut. E. H.  
Jellicoe.

TAKU, British destroyer, 250, Cranford.

TAMAR, receiving ship, Commodore C. G.  
Dicken.

VENGEANCE, battleship, 12,950, Capt. Stuart,  
C.M.G.

VIRAGO, torpedo-boat destroyer.

## FOREIGN WARSHIPS.

BAINBRIDGE, U.S. torpedo-boat, Lieut. Sexton.

BARRY, U.S. torpedo-boat, Lieut. Irwin.

CALLAO, U.S. gunboat, 235, Lieut. Dismaker.

CHANDLER, U.S. torpedo-boat, Lieut. Jessop.

DECAEUR, U.S. torpedo-boat, Lieut. Knox.

GENERAL ALATA, American transport, Captain  
Whitton.

HANSA, German cruiser, 5,900, Capt. Weber.

MONTCAUL, French cruiser (Vice-Admiral's  
flagship), 10,090, Cross.

TITANIA, German cruiser, Capt. Sebnake.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

### AUSTRO-HUNGARIAN.

Aspern, cruiser, 2,477 tons, 20 guns, 7,300 h.p.,  
Capt. Friedrich Grinzenberger, Singapore

Kaiserin Elisabeth, cruiser, 4,000 tons, 29 gu s,  
3,000 h.p., Captain Mird, Japan

### FRENCH.

Acheron, armoured gunboat, 1,736 tons, 10 guns,  
1,700 h.p., Lieut. Ferret, Saigon

Alouette, gunboat, 300 tons, 7 guns, 400 h.p.,  
Lieut. A. Varney, Saigon

Argus, gunboat, 123 tons, — guns, 500 h.p.,  
Lieut. Jeannel, Canton

Aspic, gunboat, 475 tons, 3 guns, 450 h.p.,  
Lieut. McArt, Saigon

Avantgarde, gunboat, 149 tons, 5 guns, 150 h.p.,  
Haiphong

Balconette, gunboat, Lieut. Lefevre, Saigon

Bengali, gunboat, 589 tons, 6 guns, 400 h.p.,  
Lieut. St. de Vigan, Tonkin

Caronde, gunboat, Lieut. Hue, Saigon

Casse-tête, gunboat, 140 tons, 5 guns, 150 h.p.,  
Saigon

Chateaufort, cruiser (flagship), 8,018 tons, 18  
guns, 17,000 h.p., Captain A. M. Poidolle,  
Saigon

Comète, gunboat, 525 tons, 4 guns, 458 h.p.,  
Comdr. Louel, Haiphong



